

Secondary Street Acceptance Requirements

Jimmy Carr

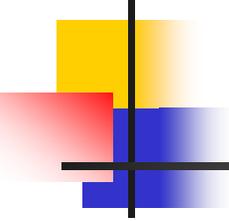
Assistant Secretary of Transportation

June 20, 2007



Secondary Street Acceptance Requirements

- Legislation proposed by Governor Kaine and unanimously approved by General Assembly
- Chapter 382 requires CTB to develop Secondary Street Acceptance Requirements
- New regulation will replace and supersede current Subdivision Street Requirements
- Intended to ensure streets accepted into state system for perpetual public maintenance provide commensurate public benefit



Secondary Street Acceptance Requirements

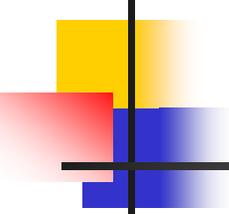
- Initial regulatory notice published April 16th
 - Initial comment sought through Virginia Regulatory Town Hall and dedicated Web site:
www.vdot.virginia.gov/projects/SSAR
 - List of other jurisdictions' similar standards posted for review and comment
 - Public comments under review
- Internal Technical Team (ITT) developing initial draft for Implementation Advisory Committee and CTB input



Secondary Street Acceptance Requirements

Legislation mandates new regulation include requirements or provisions that:

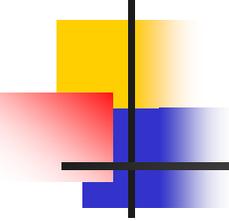
- ensure connectivity of road and pedestrian networks with existing and future transportation network
- minimize storm water run-off and impervious surface area through reduced streets widths
- address performance bonding and cost recovery



Secondary Street Acceptance Requirements

Threshold concepts for CTB input/discussion:

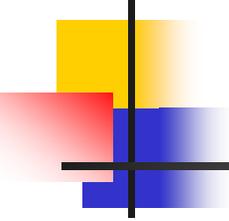
- Uniform or Graduated Requirements
- Boundaries for Threshold Requirements



Uniform or Graduated Requirements

ITT Recommendations:

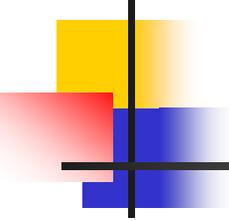
- (1) Graduated requirements, tailored according to location and conditions, are necessary to achieve appropriate infrastructure development over the long-term.*
- (2) Requirements based on regional long-range plans and existing conditions are more appropriate than requirements based on jurisdictional boundaries, existing densities, or other specific factors considered by the ITT.*
- (3) 3-tiered system with urban, suburban and rural standards is most appropriate.*



Defining Urban, Suburban and Rural

Urban Standard Concepts

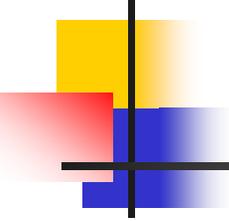
- Highest connectivity of road network
- Highest public benefit thresholds
- Street widths to accommodate on-street parking
- Highest level of pedestrian accommodation
- Lower vehicular design speed
- Shorter block lengths
- Planting strips and appropriate storm water measures
- Alleys



Defining Urban, Suburban and Rural

Suburban Standard Concepts

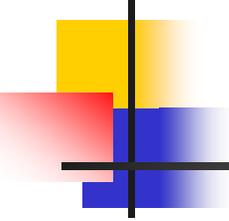
- High-moderate connectivity of road network
- Varied requirements for pedestrian facilities and shared use paths
- Increased variation in street width and design
- Block lengths to accommodate vehicular and pedestrian traffic
- Increased flexibility in storm water management



Defining Urban, Suburban and Rural

Rural Standard Concepts

- Reduced connectivity and public benefit requirements
- Limited or no requirements for pedestrian facilities and shared use paths
- Greatest flexibility in street design



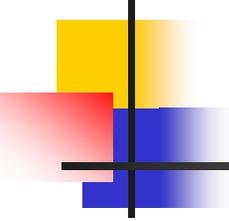
Potential Definitions

Proposal 1

- Urban – FHWA Urban Area Boundary (Census Urbanized Area smoothed in coordination with state/local entities)

Urban Development Areas (HB3202)*

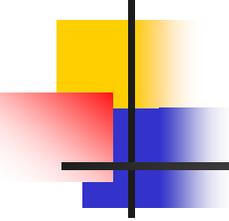
- Suburban - MPO Study Area and Census Urban Clusters + 1-mile buffer
- Rural - Remaining areas



Potential Definitions

Proposal 2

- Urban – Census Urbanized Area (unsmoothed)
Urban Development Areas (HB3202)*
- Suburban - MPO Study Area and Census Urban Clusters + 1-mile buffer
- Rural - Remaining areas



Potential Definitions

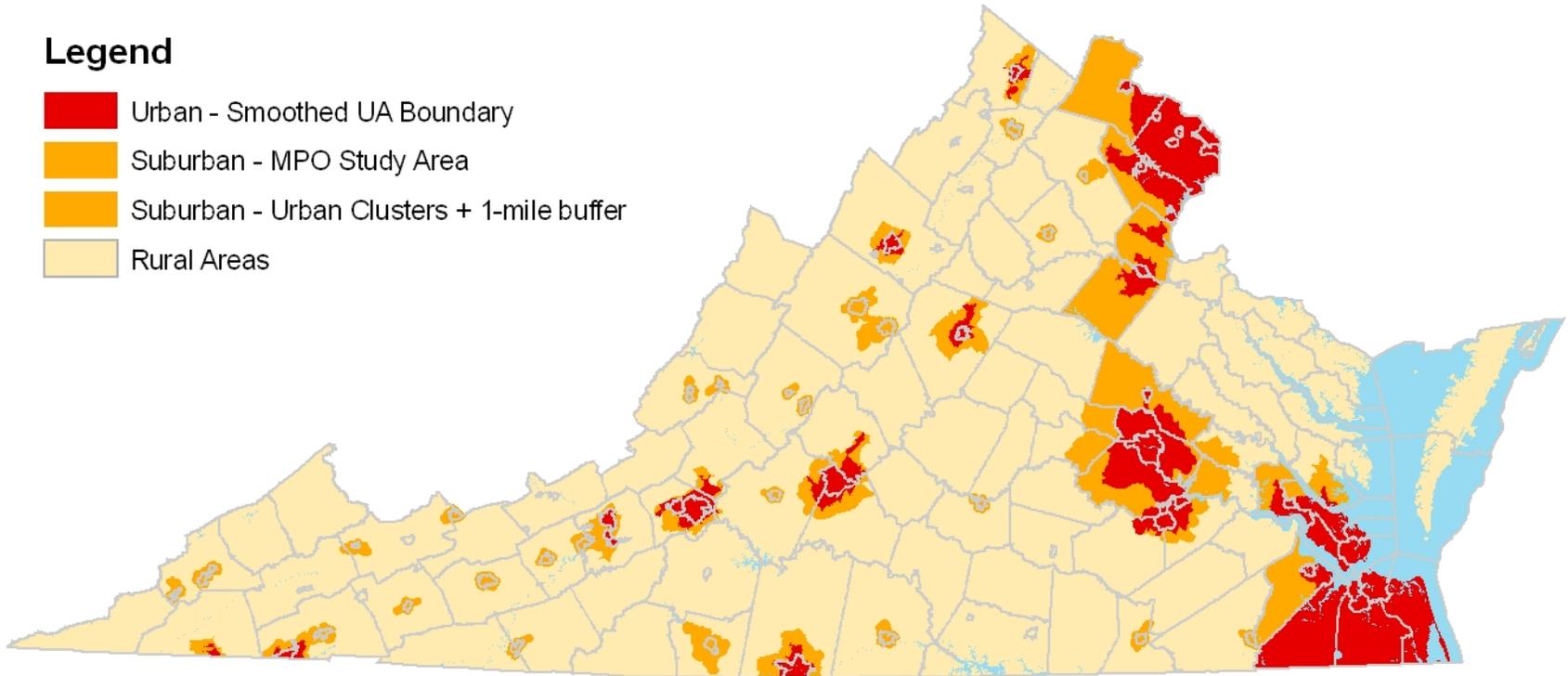
Proposal 3

- Urban – FHWA Urban Area Boundary
Urban Development Areas (HB3202)*
- Suburban – 5-mile buffer area around urban
population centers of 200,000+
2-mile buffer area around urban population centers of
200,000-
Census Urban Clusters + 1-mile buffer area
- Rural – Remaining areas



Legend

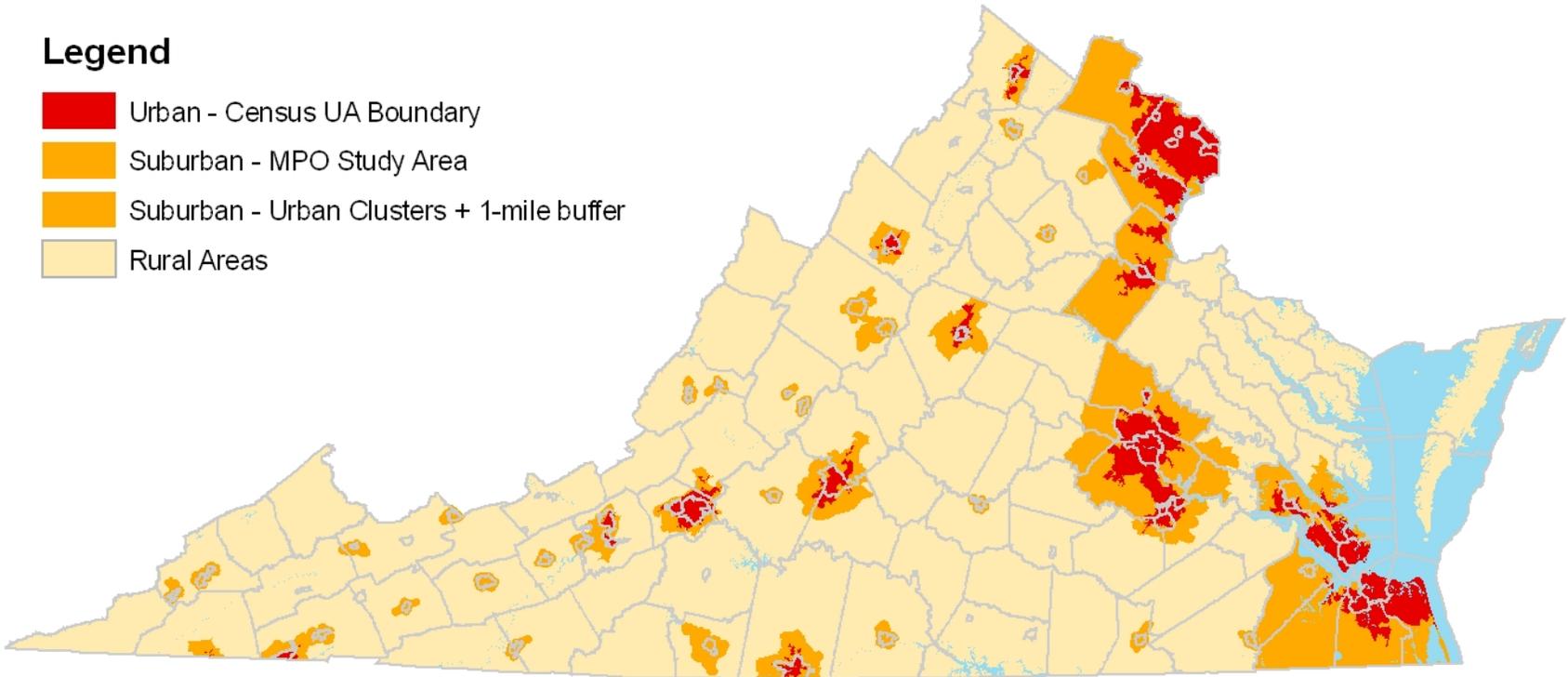
-  Urban - Smoothed UA Boundary
-  Suburban - MPO Study Area
-  Suburban - Urban Clusters + 1-mile buffer
-  Rural Areas





Legend

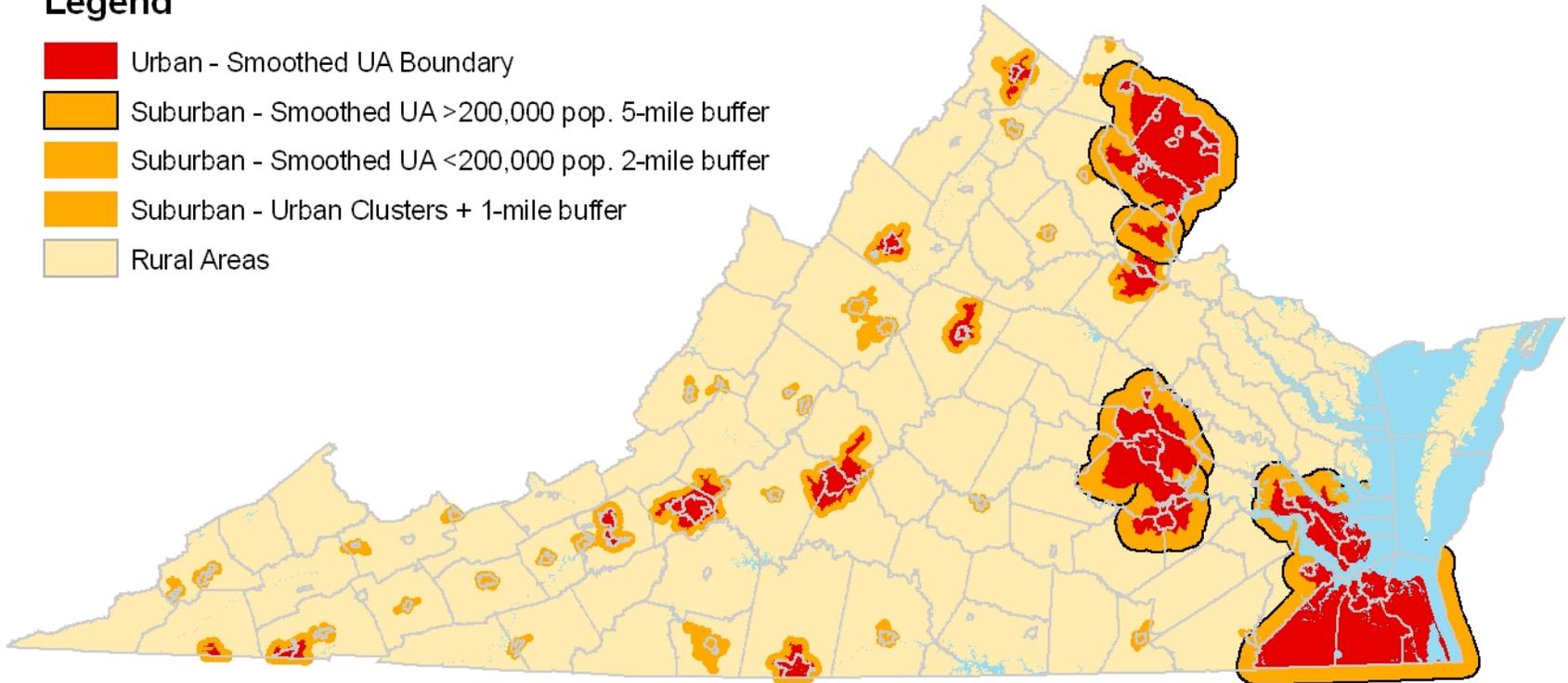
-  Urban - Census UA Boundary
-  Suburban - MPO Study Area
-  Suburban - Urban Clusters + 1-mile buffer
-  Rural Areas

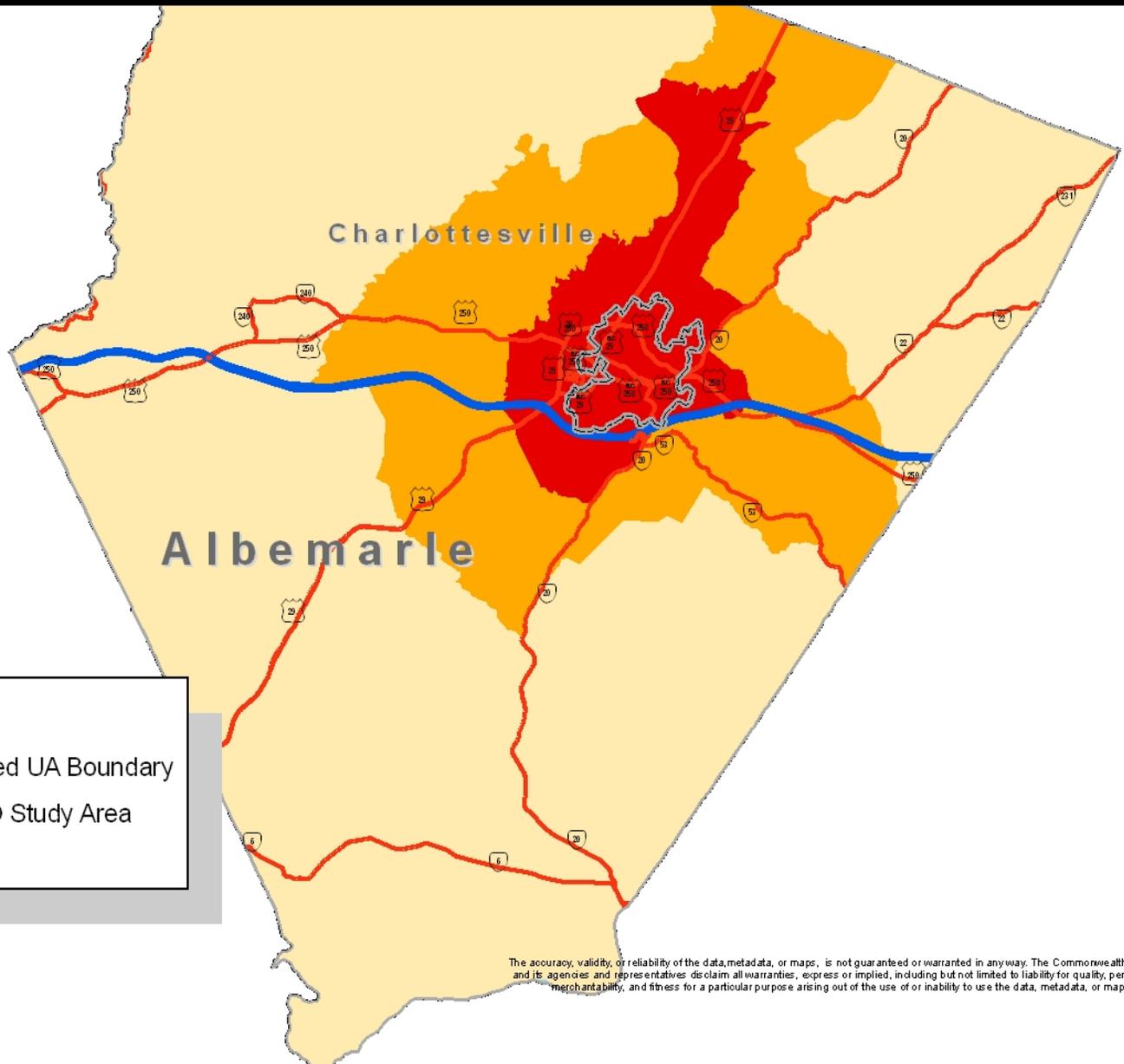




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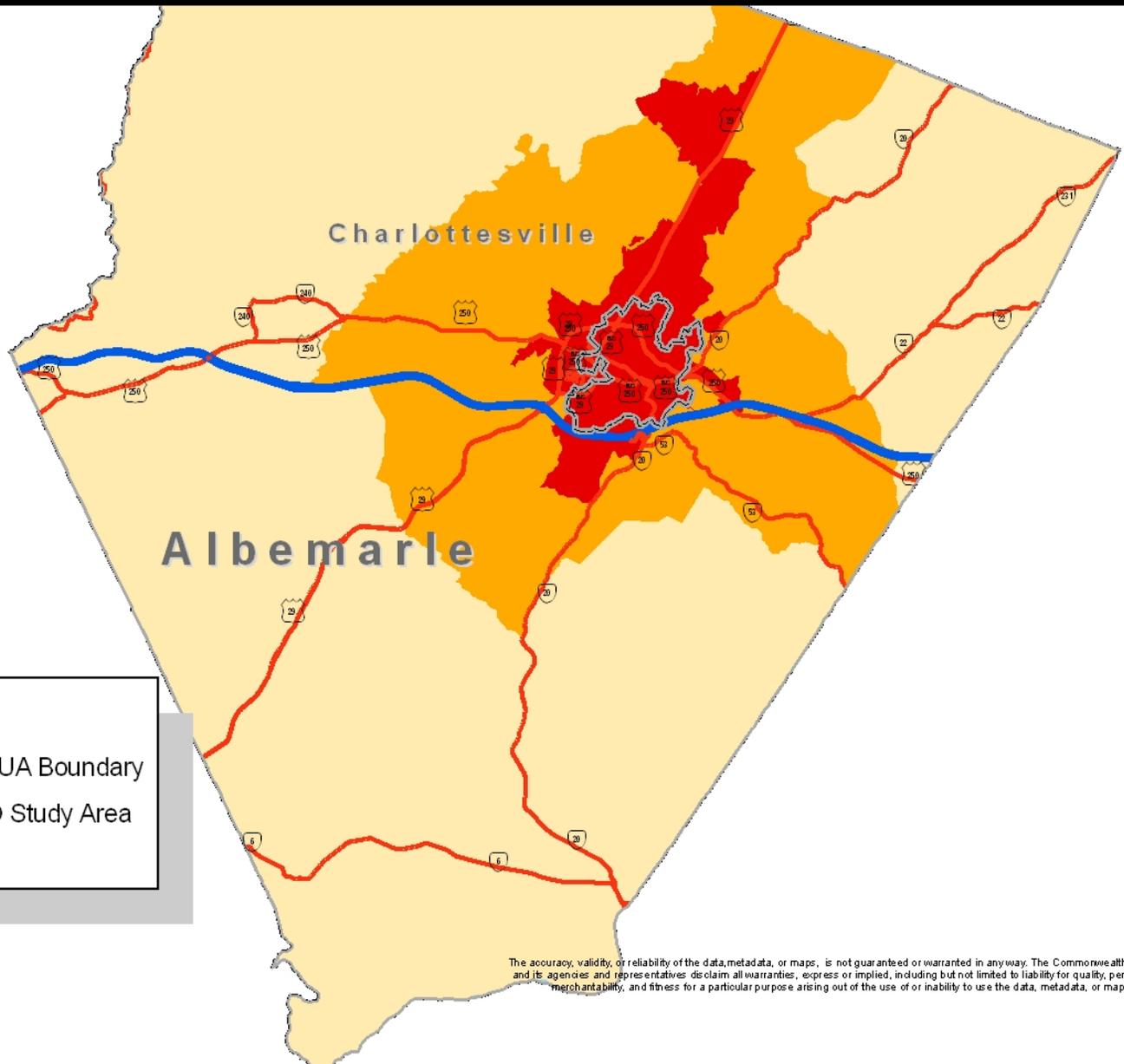
-  Urban - Smoothed UA Boundary
-  Suburban - Smoothed UA >200,000 pop. 5-mile buffer
-  Suburban - Smoothed UA <200,000 pop. 2-mile buffer
-  Suburban - Urban Clusters + 1-mile buffer
-  Rural Areas





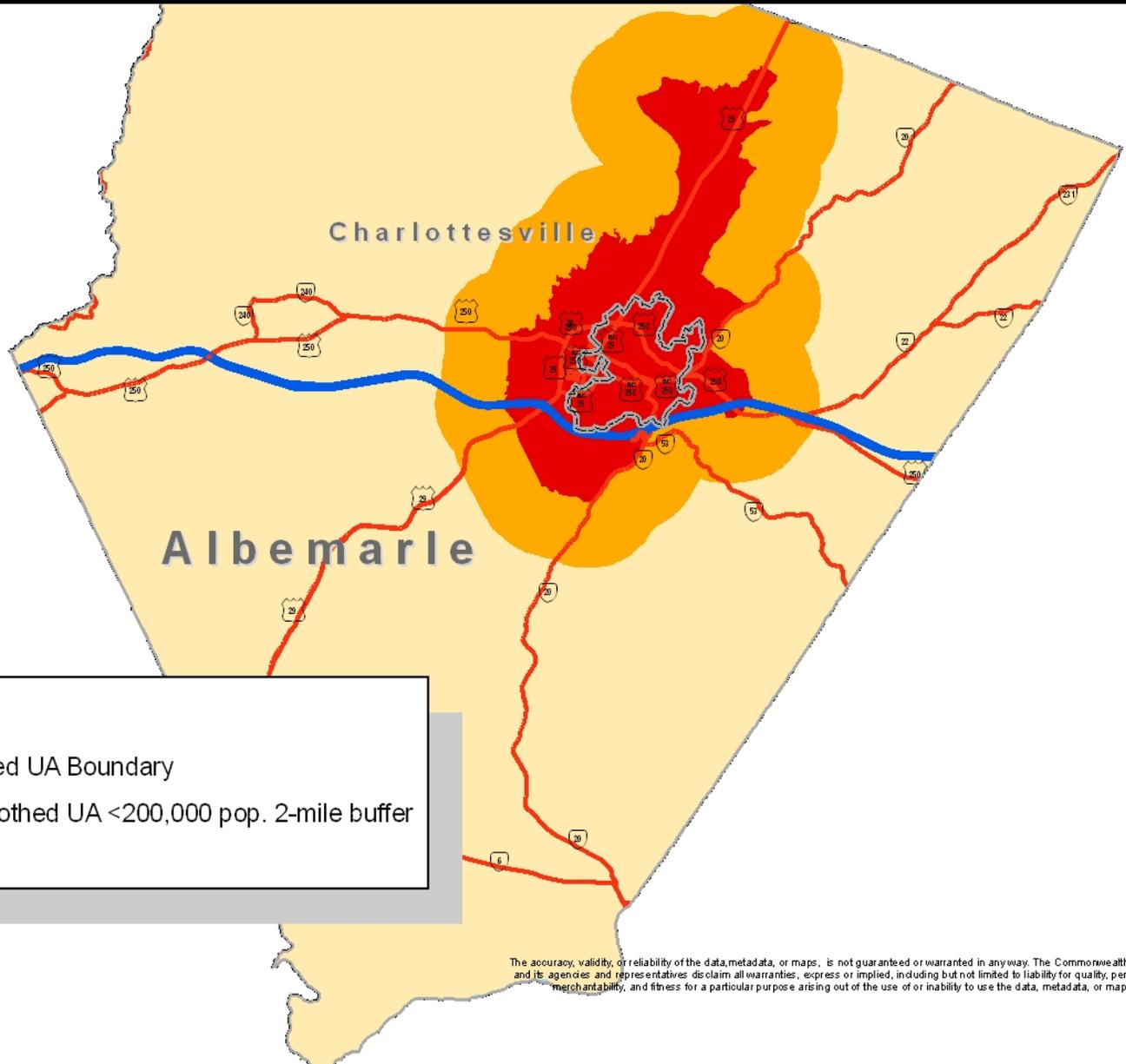
Legend

-  Urban - Smoothed UA Boundary
-  Suburban - MPO Study Area
-  Rural Areas



Legend

- Urban - Census UA Boundary
- Suburban - MPO Study Area
- Rural Areas



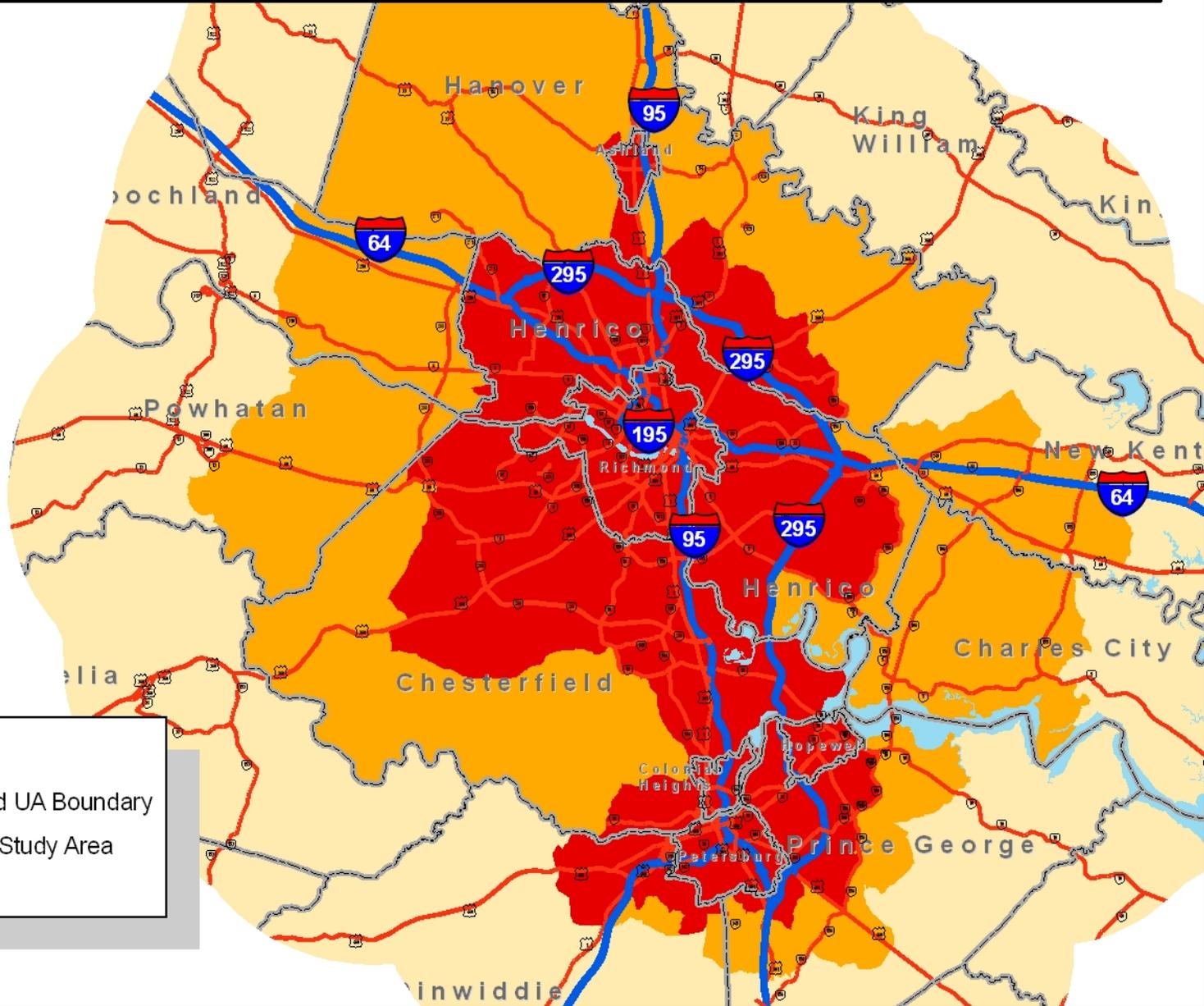
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-  Urban - Smoothed UA Boundary
-  Suburban - Smoothed UA <200,000 pop. 2-mile buffer
-  Rural Areas

Proposal 1

Defining Area Types

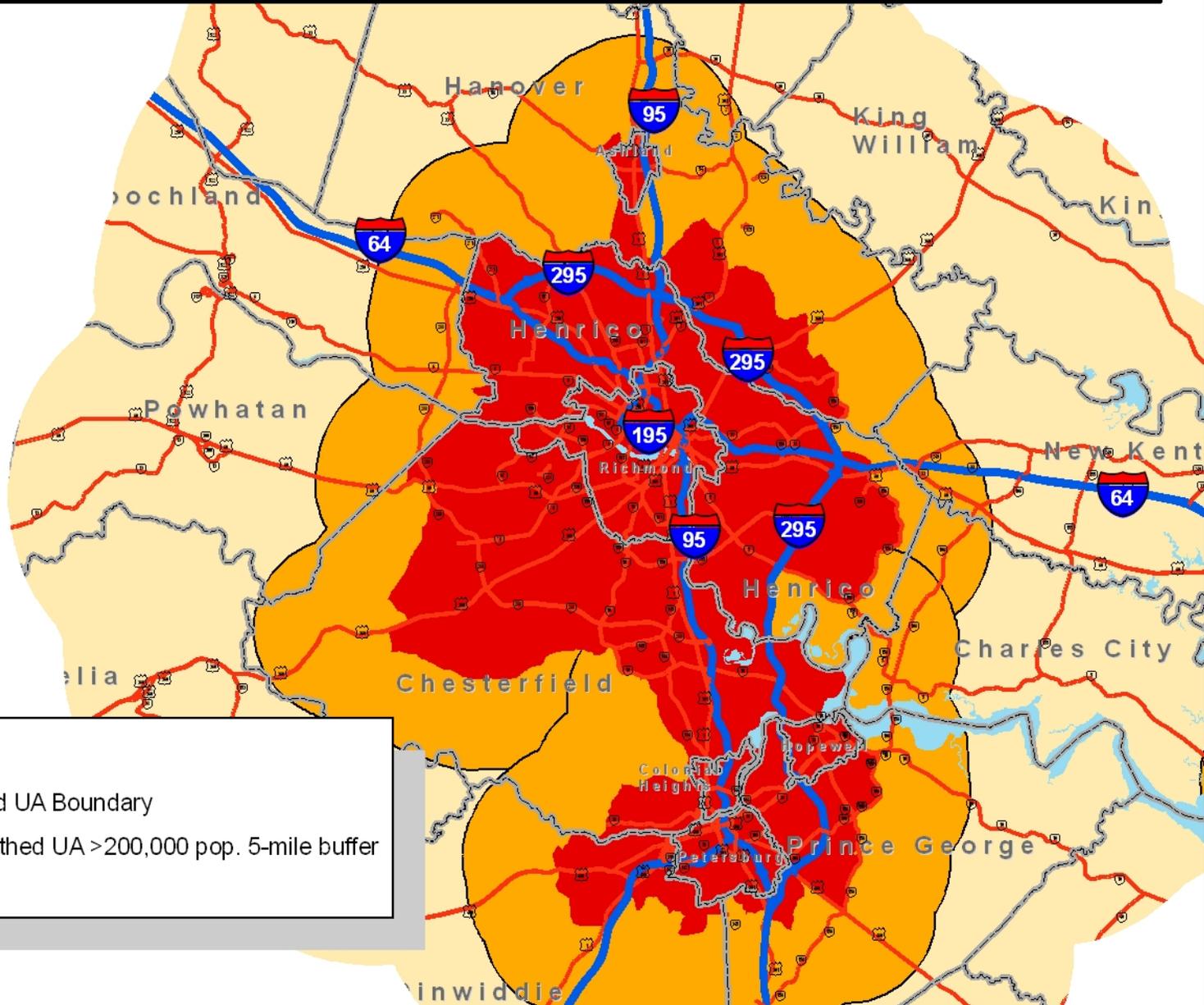
Urban, Suburban and Rural



Legend

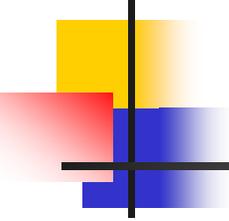
- Urban - Smoothed UA Boundary
- Suburban - MPO Study Area
- Rural Areas

Proposal 3 Defining Area Types Urban, Suburban and Rural



Legend

- Urban - Smoothed UA Boundary
- Suburban - Smoothed UA >200,000 pop. 5-mile buffer
- Rural Areas

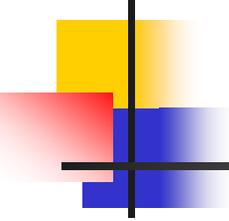


Potential Definitions

ITT Recommendation:

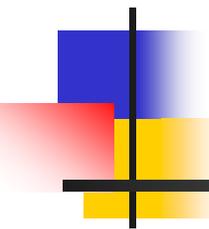
Proposal 1, with appropriate level of flexibility in standards, boundaries or both

This proposal is based upon locally/regionally determined planning boundaries



Major Issues for Future Discussion

- Connectivity requirements
- Performance Bonding
- Design Guidelines



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